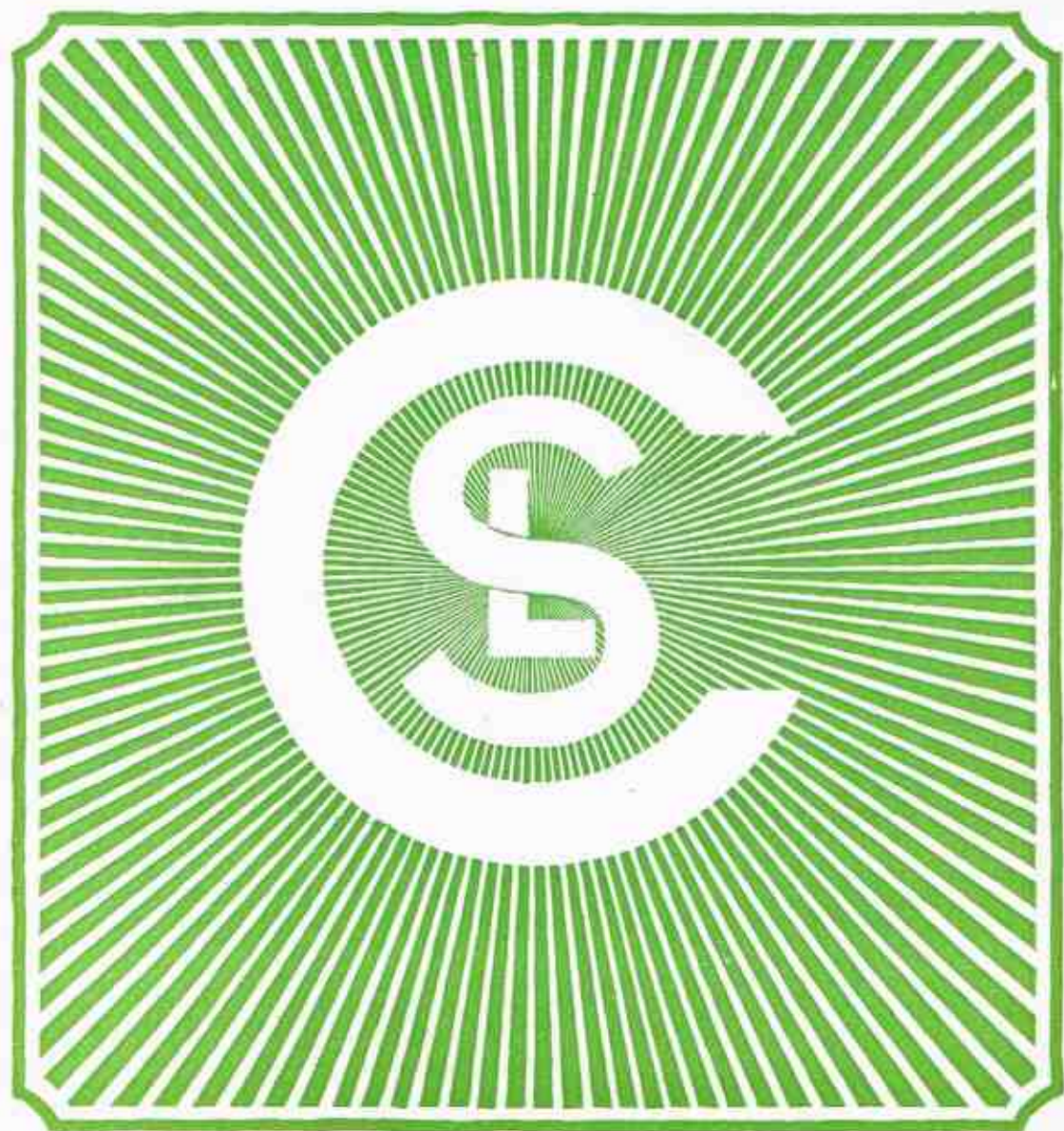


SURFACE SERVICE MAGAZINE

VOLUME 3

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NUMBER 5



LEST WE FORGET

Safety

A SUPERVISOR who does not believe in and practice and teach Safety First is an "accident," and not only will he fail to progress but he will go backwards. The rank and file take their cue from the men higher up. If their superiors are indifferent to or lukewarm regarding Safety practice, that will be the attitude of the workers.

Any man who persists in doing things today as they were done 20 years ago is out of tune with the times, and eventually will find himself where the methods of 20 years ago are found—in the discard. There always will be "many men, many minds," but both must keep abreast of today's conditions and these call for Safety First.

A Pullman employe who does not believe in Safety First, or who fails to practice it, will find progress in his work a difficult matter. The Pullman Company cannot afford to advance men who are indifferent to precautions that mean life and limb to them, as well as broken morale and expense to the Company.

Safety First has become as vital and as imperative a part of our daily work as any other task. Hence the man who fails to give the best he has in him to Safety is a detriment to society.

The Pullman Company is irrevocably and enthusiastically committed to an intensive Safety First program in every department of its work. This determination is due not to a theoretical appreciation of the value of Safety work, but because of years of actual demonstration of its merit.

Bearing these things in mind, let us co-operate to protect the breadwinner so that there may be fewer widows and orphans, and, consequently, less unhappiness around us.

A careless man is naturally a selfish one, but to such I would make this appeal: Even though you expose your own family to sorrow and suffering because of your lack of belief in Safety First methods, are you willing that your carelessness or thoughtlessness shall also threaten the families of your fellow workers, who believe in Safety First, with the grief and possible suffering that comes with injury or death to the head of the family?

E. F. CARRY.

President of the Pullman Company.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

AUGUST, 1926

No. 5

Picnic the Biggest Ever

*Crowd of 7,000 Breaks All Previous Records for Attendance—
Event Prize Winners*



The Most Popular "Guy" at the Picnic

The fun-making clown and a crowd of his old and young admirers at the Welfare Tent.

With an attendance that almost doubled the previous high record, the tenth annual picnic given by the Surface Lines Club and Women's Auxiliary at River-view Picnic Grove on July 17 was a huge success. It was remarkable not only because of the large attendance—exceeding 7,000—but also because of the interest shown in the various events and the

friendly enthusiasm everywhere in evidence.

To begin with the weather was ideal and the committees in charge had planned everything so perfectly that nothing was lacking to make the affair entirely enjoyable. The athletic contests and the ball games were spirited and the picnic grove was a pleasant place for those who

merely wanted to loll about and enjoy the outing.

In fact, if there is anything to criticize it is due to the fact that so many of the picnickers preferred the picnic grove to the bleachers surrounding the athletic

gineering and the Transportation Departments together for the final pulls. The Engineers won two straight, making them victors.

Another important event was the ball game between teams from Lincoln Ave-



Reading from left to right: Top row—G. Chuck, N. Kamenjarin. Middle row—C. Sokovich, M. Doljanin, G. Ramich. Bottom row—L. Segó, J. Hewitt (Coach), S. Iveh, P. Britvich.

and ball fields. The attendance at the athletic events was not nearly as large as the character of the contests merited.

As in former years, the tug of war attracted the most attention. The rivalry between the departments is so keen that the contest has become an annual event of importance. In the first pull between teams representing the Electrical and Engineering Departments the Engineering Department team won two straight pulls. The Transportation Department won two straight pulls with the Shops and Equipment Department. This brought the En-

nue and 69th Street. Lincoln Avenue won by a score of 5 to 4. It was a fine demonstration of baseball.

As a curtain raiser to the regular game a picked team of company officials under the captaincy of Mr. Guilliams played the club directors. It was only a three-inning game and was played with an indoor ball but what it lacked in science it made up in action. Mr. Guilliams' team won by a score of 9 to 8. The officials, however, paid for their victory in lame backs and sore arms the next day.

In the athletic events H. F. Ebeling

of the West Shops was high point man for all events.



After the Jump

H. F. Ebeling, the all 'round athlete, and John Landeck, judge of events, both from the West Shops.

The winners of the various athletic events were as follows:

One-half Mile Relay—Shops and Equipment—Kramer, Kuda, Donaldson and Ebeling. Time 2:01 2/5.

100-Yard Dash—1st, H. F. Ebeling, West Shops; 2nd, W. Donaldson, South Shops; 3rd, J. Vihmanek, West Shops. Time 11 1/5 seconds.

220-Yard Dash—1st, H. F. Ebeling, West Shops; 2nd, T. Kuda, West Shops; 3rd, W. Donaldson, South Shops. Time 24 2/5 seconds.

Running Broad Jump—1st, H. R. Eichin, Engineering Department; 2nd, H.

West Shops; 3rd, H. F. Ebeling, West Shops. Distance 38 feet 2 inches.

Running High Jump—1st, H. R. Eichin, Engineering Department; 2nd, H. F. Ebeling, West Shops; 3rd, A. Tyson, West Shops. Height 5 feet 2 inches.

The day was made enjoyable by the many comforts provided by the committees. There were free refreshment tickets for the children, there was a children's welfare booth under the direction of a committee headed by Mrs. Mary Thierkauf, and there was a first-aid booth under the direction of Dr. John Leeming of the Medical Department.



The necessity for first-aid booth was proved by the fact that 19 persons were given treatment.

The picnic closed with a dance lasting from 6 to 11 P. M. The dancers pronounced the music given by Benson's Bluejackets the best ever provided for Surface Line's picnic dances.

Clarence B. Heath, President of the Club, and the Committees in charge of the outing deserve the highest praise for the success of the day.

The winners of the junior and other events were as follows:

Girls' Race, 4 feet and under—1st prize, Ellen Dressler; 2nd prize, Eleanor Lachata.

Girls' Race, 4 feet 6 inches and under—1st prize, Alice Zettek; 2nd prize, Evelyn Marzahl.

Girls' Race, 5 feet and under—1st prize, Mildred Zierke; 2nd prize, Violet Lovgren.

Girls' Race, 5 feet and under—1st prize,



At the Welfare Tent

Mrs. Thierkauf and some of her happy charges.

F. Ebeling, West Shops; 3rd, T. Kuda, West Shops. Distance 19 feet 1 inch.

Hop, Skip and Jump—1st, H. R. Eichin, Engineering Department; 2nd, T. Kuda,

Ethel Zierke; 2nd prize, Grace Peterson.

Girls' Slipper Race—1st prize, Agnes Walsh; 2nd prize, Mrs. Charles White.

Boys' Race, 4 feet and under—1st prize, Edward Zettek; 2nd prize, Thomas Revane.

Boys' Race, 4 feet 6 inches and under—1st prize, Joseph Revane; 2nd prize, Leonard Nattinger.

Boys' Race, 5 feet and under—1st prize, Martin Grannan; 2nd prize, Joseph Bickman.

Boys' Race, 5 feet and over—1st prize, John Lachata; 2nd prize, Ralph Jacobsen.

Boys' Three-legged Race—1st prize,

Ladies' Race—50 Yards—1st prize, Ruth Watkins; 2nd prize, Elizabeth Bingley.

Fat Men's Race—1st prize, Frank Fielding; 2nd prize, K. Wasseto.

Fat Ladies' Race—1st prize, Mrs. Martin Williams; 2nd prize, Mrs. Edward Wheeler.

Married Couples Relay Race—Prize, S. D. Forsythe.



Something on Her Hip

Tom Coan's daughter Eileen when at the Picnic seemed to be reaching for something.



Their Friend the Clown

Submitted in the Picnic photo competition by Miss E. Miller of the Accounting Department.



His Master's Lunch

Conductor J. L. Bright of Seventy-seventh depends upon a faithful friend to care for his chow.

Kenneth Hildebrant, Herbert Busse; 2nd prize, Willard O'Connell, John Dezelick.

Boys' Sack Race—1st prize, Herbert Busse; 2nd prize, Floyd Edmonds.

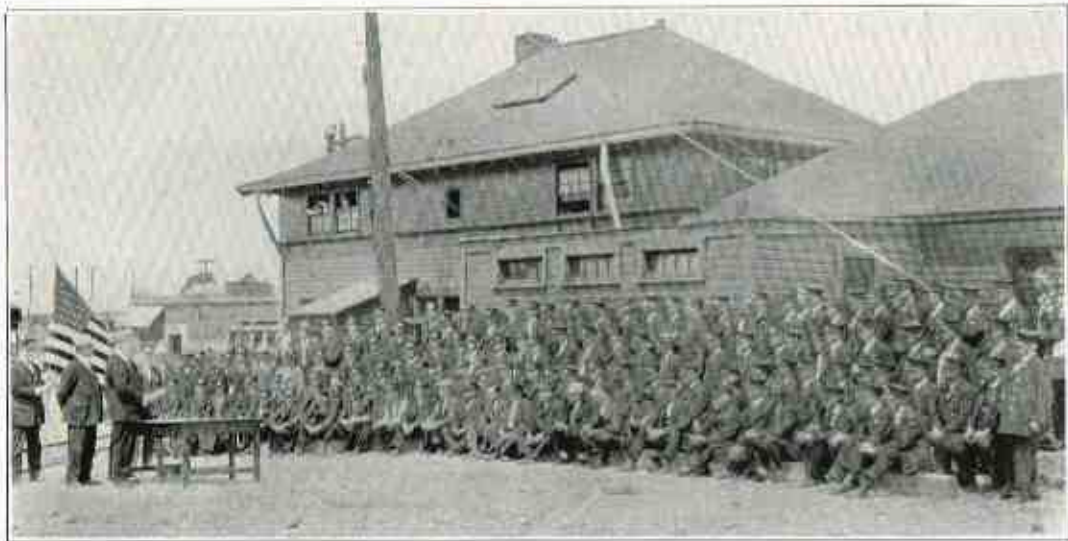
Men's Race—50 Yards—1st prize, M. McDonald; 2nd prize, Edward J. Cummings.

Clerk—"My salary is not what it should be."
Employer—"But do you think you could live on it if it were?"

Accident Prevention Contest

Standings of Divisions for February, March, April, May and June—Burnside Still Leads

			Average Percentage
First Place	Division No. 2, Burnside		59.87
Second Place	Division No. 8, North Ave.		56.73
Third Place	Division No. 9, Division & Armitage....		55.22
Fourth Place	Division No. 7, Kedzie		53.34
Fifth Place	Division No. 11, Lincoln		53.16
Sixth Place	Division No. 6, Lawndale		45.91
Seventh Place	Division No. 10, Elston & Noble.....		43.91
Eighth Place	Division No. 5, Archer		43.74
Ninth Place	Division No. 12, Devon & Archer.....		42.76
Tenth Place	Division No. 4, 69th		42.03
Eleventh Place	Division No. 3, 77th		27.91
Twelfth Place	Division No. 1, Cottage Grove.....		24.20



The Burnside Crews Receiving Their Flag in the Accident Prevention Contest.

By Victor T. Noonan.

The fifth month of the Accident Prevention Contest ends with four Divisions holding the same places as last month, with Burnside leading and North Avenue, Armitage & Division and Kedzie following.

While Burnside is in first place, this Division did not do so well in June with the result that it is only slightly ahead of Division Nos. 8, 9 and 7.

Burnside is ahead of Division No. 8 by 3.54, ahead of No. 9 by 4.65, ahead

of No. 7 by 6.53 and leads Division No. 11 only by 6.71.

Lincoln moved up from sixth to fifth place. Lawndale moved up from seventh to sixth place. Division No. 10, Elston & Noble, moved from tenth to seventh place. These are the actual standings in the Contest as shown in the charts for the five months, February 1 to June, inclusive.

Remarkably good Accident Prevention work was done by some of the Divisions for the month of June.

15	77th	8,229	56.5
16	Burnside	3,953	4.4*
		158	14,948
			16.7

*December.

The rank of the carhouses, for the past half year, is as follows:

Carhouse	June	May	Apr.	Mar.	Feb.	Jan.
Armitage	1	10	13	10	10	10
North	2	1	2	4	8	6
Blue Island, ...	3	5	1	5	1	3
Noble	4	9	11	15	15	16
Lincoln	5	13	10	11	12	11
Archer	6	11	12	13	11	12
Kedzie	7	6	4	3	4	7
Lawndale	8	4	5	2	6	4
Limits	9	2	7	6	7	2
Elston	10	7	3	1	2	8
Cottage Grove, ..	11	2	9	9	9	5
Division	12	8	6	7	2	9
Devon	13	12	8	8	5	1
69th	14	14	14	12	14	13
77th	15	16	16	16	13	14
Burnside	16	15	15	14	16	15

POWER SAVING STANDING

Cottage Grove Still Heads the List—Lincoln Climbs Up

Looking back at the record of the Lincoln Depot since the beginning of the meters reveals a story not unlike many other meritorious campaigns and undertakings where the prevailing thought is "Well that's all right but show me."

On this basis, which is a fair one, the business of demonstrating and instructing was systematically and continuously carried on and the record for June, 1926, proves that it is convincing. There was a gain in points of saving and position for the whole Depot, which shows action by the Car Crew and Shop Forces, co-operating with Motorman Instructor R. Nelson and Division Superintendent R. L. Hays who hope that by united action Lincoln Depot will be able to go over the top and stay there.

Any motorman may improve his record—

(1) By not feeding too slowly. Fifty per cent of the energy drawn from the line during the notching-up process is wasted in heat in the resistance grids, rather than in the propelling the car.

(2) By not feeding too rapidly. That is, to the point of spinning the wheels. That wastes power, injures the equipment and is uncomfortable for the passengers.

(3) By not trying to coast up-grade between stops. This calls for reacceleration and consequent resistance losses.

(4) By avoiding unnecessary slow-downs which can be foreseen.

(5) By not using the brakes and power simultaneously.

(6) By not "fanning" the brakes.

Transportation News issued by and for the employes of the New York State Railways, one of the best company magazines in the country, is manifesting keen interest in the Surface Lines system of power saving. In the

July issue, they devoted a page to reproducing the article on power saving which appeared in the June issue of *SURFACE SERVICE* and introduced it with the following note by the editor: "The Chicago Surface Lines have made a wonderful showing in power saving through systematic supervision. The table shows a gain of 24 per cent over the previous month, and much can be gained by following their pointers."

We should all be gratified to know that our methods appealed to the operating forces on other properties, and should stimulate our efforts to improve our records by a close adherence to the suggestions of the Meter Division.

Division	June	Per Cent Saving or Loss
Cottage Grove	1	9.83
Lincoln	2	7.86
Armitage	3	7.17
Devon	4	7.05
Limits	5	6.04
Kedzie	6	5.83
Burnside	7	5.66
69th-Ashland	8	5.51
Archer	9	4.95
North	10	4.15
77th-Vincennes	11	3.32
Division	12	2.14
Elston	13	0.64
Lawndale	14	0.28
Noble	15	1.54*
Blue Island	16	3.91*
Total points		64.98
May points		76.28

June loss 11.30
points or 14.82 per cent.

*Loss.

The following shows the Division Standing for a period of a year:

Division	1926												1925												
	May	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	
Cottage Grove...	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Limits	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Armitage	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
69th-Ashland	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Archer	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Devon	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Kedzie	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Lincoln	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Burnside	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
77th-Vincennes	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Lawndale	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
North	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Elston	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Division	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Noble	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Blue Island	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16

The goal for 1926 is 160 total points per month.

Let every motorman take advantage of the nice weather so that the total points may be sent up well over one hundred from now on.

Wife: "You can't make me cry. I wouldn't cry for the best man on earth."

Husband: "You don't have to, you've got him."

The Great American Game

Lincoln Keeps the North Side Leadership—Archer Takes First Place on the South Side



Introducing "Bessette's Gypsies"

Supt. Bessette, a staunch supporter of his team and a real fan, is to be congratulated on the classy combination that is being developed. His team opened the season to a poor start but now is playing a first class game. While there is a thoroughly understood rule that baseball must not interfere with efficient operation, let it be understood that "Bessette's Gypsies" are a snappy bunch and they are in the fight to the finish. "Up and at 'em," is their maxim and that is the reason the many fans at the depot are supporting them so loyally this year.

Bottom row, left to right—J. B. Villiers, pitcher; W. Workman, utility; W. Eckel, right field; A. O. Oesterreich, pitcher; J. J. Casey, manager; J. McDonald, 2nd base; C. Clemmons, short stop. Top row—W. A. Bessette, superintendent; W. Nichols, utility; W. A. Stein, pitcher; J. Kulinlein, center field; W. Birker, left field; A. J. Kulinlein, 3rd base; R. Gorman, 1st base; C. C. Cricks, assistant superintendent. Bottom—Kid Oesterreich, mascot.

How They Stand, Including Games of July 28

NORTH DIVISION				
Team	Played	Won	Lost	Pct.
Lincoln	11	11	0	1000
North Avenue	10	8	2	800
Kedzie	10	6	4	600
Devon	10	6	4	600
Limits	10	4	6	400
Elston-Noble	11	3	8	273
Armitage	9	2	7	222
Division	9	4	8	111
SOUTH DIVISION				
Team	Played	Won	Lost	Pct.
Archer	11	9	2	818
Burnside	11	8	3	734
69th Street	11	8	3	734
77th Street	11	7	4	636
Cottage Grove	11	5	6	455
Blue Island	11	3	8	273
Hammond	11	3	8	273
Lawndale	11	3	10	91

In the North Division of the League the Lincoln Avenue team continues to lead, and it looks like a tough job for the team that will try to pull them down from their high place of honor, "Every Game Won."

A large number of fans had the pleasure of seeing the Lincoln Avenue team in action at the Surface Lines Picnic at Riverview Park, Saturday, July 31, when in an exhibition game they won from Sixty-ninth Street by a slight margin.

Those who thought the Archer team had gone to sleep now realize their error, for Archer now leads the South Division, playing remarkably good ball.

Scores, Games of July 28

NORTH DIVISION													
Team	1	2	3	4	5	6	7	8	9	R	H	E	
Limits	3	0	3	1	1	1	4	3	4	—	19	22	3
Kedzie	0	0	0	0	3	2	1	1	3	—	10	17	5

SURFACE SERVICE MAGAZINE

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John E. Wilkie - - - - - Editor
C. L. Altemus - - - - - Assistant Editor

OUR CONTEST'S

The good-natured rivalry that has been stimulated by the interesting series of contests in various Surface Lines departments has been productive of substantial and gratifying results.

In accident prevention the records demonstrate the benefit of vigilant care in car operation, and stations with clean scores may well congratulate themselves upon an actual conservation of life and limb.

A real service is rendered to the car riders by the successful efforts of the Shops and Equipment department to "keep 'em rolling." This month's record of miles operated per pull-in is a tribute to the spirit and efficiency of the repair crews. An average mileage has been established far above what was considered possible when the contest started.

Saving of power by expert handling of controller and air-brake is another highly commendable activity which appeals especially to the motormen. And they have made some amazing discoveries in energy conservation since the introduction of scientific operating methods.

The witness-getting campaign is another important competitive feature. While the direct results are not so conspicuous here as in some of the other contests, the actual financial returns through supplying the legal department with plenty of witnesses are substantial; and the preliminary work of that department is simplified to a material degree.

Every man engaged in any one of these various activities must get a pleasant sort of "kick" out of the knowledge that he is serving humanity and contributing to the efficiency of the largest and best surface system in the world.

AN EXPERT'S VERDICT

The interest with which the transportation industry generally regarded the Eucharistic Congress is indicated by the fact that every technical publication bearing on electric traction sent special representatives to Chicago to observe how the problem was solved. The editor of AERA, the monthly publication of the American Electric Railway Association, Mr. John W. Colton, who was among these specialists, devoted thirty pages of the July issue of the magazine to an illustrated descriptive article. As an introduction to that very able contribution to the history of transportation achievements, Editor Colton said:

It is hard to refrain from over-use of superlatives in telling about the manner in which the Chicago Surface Lines, the Chicago Rapid Transit Company and the Chicago, North Shore & Milwaukee Railroad Company rendered service to the hundreds of thousands that attended the 28th International Eucharistic Congress in Chicago and Mundelein, Ill., from June 20 to 24. Estimates of the number of visitors to Chicago that week range from 500,000 to 1,000,000, and these had to be given transportation facilities without interfering with regular and rush-hour service demands of a metropolitan district of more than 3,000,000 inhabitants. The Editor of AERA went to Chicago to see how the job was done, and the following article is an attempt to give our readers an account of what he saw. There was so much to see and so much to tell about that this cannot be regarded as a complete story of the wonderful work done by the electric railways, but it does contain most of the outstanding facts, and should be interesting to all railway men.

Specifically referring to the Surface Lines, he said:

The Surface Lines had a stupendous task to perform from early morning until late at night, beginning Sunday, June 20, until late the evening of Wednesday, June 23. On Monday, Tuesday and Wednesday it had about four times the usual peak load to bring into the Loop district, and to take out again. It laid its plans well, and there was no serious slip in them. There was the finest possible co-ordination of effort by all departments, the finest co-operation by all employed in any capacity by the company. Here was a demonstration of the essentiality of surface railway service that the blindest and most misguided advocate of other forms could not fail to recognize.

To the Surface Lines fell the job of bringing to the Loop 35,400 children. Needless to say, every car that could be used was pressed into service, and that means 3,528 of the 3,539 passenger cars owned by the system. These children could not be delivered at one place.

They came from south, west and north, and they were unloaded at a dozen or more points in the Loop.

The Surface Lines had practically no difficulty in moving the children. It began bringing them from their schools at 8:30 o'clock, when the morning rush period was about over. There were only two interruptions, one due to the jamming of the Clark Street draw-bridge over the Chicago River, which remained open half an hour, necessitating diversion of cars to the tunnel, and the other was a traffic snarl in State Street south of Harrison, where a left-hand turn had been permitted for vehicular traffic, resulting in a bad jam. Nevertheless, the Surface Lines delivered all the children at the predetermined destinations in plenty of time for them to reach their places in the Stadium. Cars not needed for the non-rush hour service were held at nearby points, and were ready for the children when they left the Stadium. The Surface Lines handled this big job without a reported accident of any kind, and without a derailment or any other mechanical trouble. It was a big job, beautifully done.

"LET GEORGE DO IT"

And George Does It—G. W. Dunlap, a Surface Lines Hunter

This is a very good likeness of George W. Dunlap, Assistant Supervisor of Insurance. Mr. Dunlap is one of the most active



G. W. Dunlap

men in the organization. With the broadest sort of experience in various branches of steam and electrical engineering, his services are not confined to the special field of insurance.

In addition to maintaining a constant inspection covering all of the company's properties, he devotes much of his time to the testing of materials and the maintenance of up-to-date and economical methods of steam generating, both for power and heating. In the matter of coal consumption at shops and car stations, Mr. Dunlap has had the satisfaction of securing high quality coal and then by improved firing methods, has reduced the con-

sumption of coal with an annual saving of many thousands of dollars.

Prior to his association with the Surface Lines, Mr. Dunlap's activities are scheduled as follows:

1885-1888—Machinist Apprentice, Portland Locomotive Works, Portland, Maine. 1889-1891—Machinist and Locomotive Tester. 1892-1900—Locomotive Engineer, Midland Division, New York; New Haven & Hartford Railroad. 1900-1902—Chief Engineer, Hyde Park, Massachusetts, Edison Company. 1902-1904—Electrical Engineer, Fall River, Massachusetts. During this period, he installed the generating and transmission plant in the Stevens & Devol Mills and Magid Hope Silk Mills, at Milford, Massachusetts. 1905-1910—Superintendent of Power, Worcester, Massachusetts, Consolidated Street Railway Company and subsidiaries. 1910-1912—Electrical Engineer, Public Service Commission, First District, State of New York. 1912-1922—Superintendent of Shops, Equipment and Power, International Railway Company, Buffalo, New York. During this period, he was sent to New Orleans and there supervised the installation of the large steam turbine generating plant for the New Orleans Railway Power & Light Company. He is a member of the American Society of Mechanical Engineers, and is a certified licensed engineer in the states of New York and Massachusetts.

GATHERING THE WITNESSES

North Avenue Holds the Lead—Cottage Grove Makes a Jump

North Avenue maintains its lead in the witness gathering contest and touches the high point thus far achieved with 5.66 witnesses per accident. Elston-Noble and Lawndale-Blue Island are second and third, respectively, but they are being closely pressed by Cottage Grove which has come up from eighth position to fourth. Armitage-Division has moved up from eleventh to seventh position tying Burnside.

The average for the system, 3.94, is two points under the average for May; but a little special effort on the part of 69th, Devon, Limits and Kedzie would undoubtedly raise the average above four.

The following shows the relative positions for the month of June:

	June	May	April	March
1. North Avenue.....	5.66	3.25 (1)	5.43 (1)	5.30 (1)
2. Elston-Noble.....	4.71	4.74 (2)	4.42 (3)	4.58 (2)
3. Lawndale-Blue Isl'd	4.55	4.66 (2)	4.45 (2)	4.39 (3)
4. Cottage Grove.....	4.39	2.73 (8)	3.28 (8)	3.23 (8)
5. 77th Street.....	3.94	3.98 (4)	3.61 (4)	3.54 (4)
6. Lincoln.....	3.93	3.79 (1)	3.25 (10)	3.29 (10)
7. Armitage-Div.....	3.67	3.47 (11)	3.81 (12)	3.70 (10)
8. Burnside.....	3.67	3.89 (5)	3.59 (6)	3.34 (7)
9. Archer.....	3.49	3.79 (6)	3.60 (5)	3.43 (5)
10. 69th Street.....	3.31	3.74 (7)	3.47 (7)	3.36 (6)
11. Devon-Limits.....	3.29	3.58 (10)	3.20 (9)	3.25 (9)
12. Kedzie.....	3.26	3.27 (12)	3.09 (11)	3.25 (9)
Averages for the system				
June.....	3.94	3.98	3.70	3.66

Her Advantage

A widow is the luckiest woman in the world. She knows all about men and all the men who know anything about her are dead.

TOKEN DEPARTMENT WEDDING

Sam Raniere Demonstrates That Not All Gentlemen Prefer Blondes

Daniel Cupid has again invaded the Token Department, his latest victim being Mr. Samuel Raniere. The charming bride was formerly Miss Violet Di Julio late of 1038 Blue Island Avenue. In choosing Violet, Sam wants to prove to the world and all points West that "Gentlemen do not Prefer Blondes," Mrs. Raniere being a beautiful brunette.



Mr. and Mrs. Raniere

The wedding was celebrated July 3. Upon leaving the church, the happy young couple was showered with rice, old shoes and other delicacies. The reception held in the West Side Auditorium lasted until the wee small hours and was considered most unique; no casualties being reported. The whereabouts during their honeymoon is still a mystery, but we suspect it was either among the hills of Gary, or by the sad sea waves of Kenosha.

Mr. and Mrs. Raniere will be at home to their friends at 3029 Arthington Street on or before September 15.

Silent Sufferers

Customer—"Do you really think sardines are healthy?"

Grocer—"Well, madam, I never heard one complain."—Progressive Grocer.

A woman who was considerably over weight, asked the doctor what she should do to reduce. "Take a proper kind of exercise," the doctor replied.

"What kind do you recommend?" she asked. "Push yourself away from the table three times a day," replied the doctor.

ATTRACTING BUSINESS

Running on Time an Important Feature in Selling Transportation

The street railway business, monopolistic as it is, is highly competitive. The prospective customer may ride the street car, or walk, or ride his own automobile, or ride with a friend. His selection of a mode of transportation will depend on many things.

One buys a commodity or service largely on the basis of greatest convenience. Or, put differently, one buys that which takes the least trouble to buy. Next would be the satisfactory nature of the purchase.

Keeping to schedule is a big factor in the convenience of passengers. If all cars are on time all the time, this means that there are no long, aggravating delays.

Keeping on time is not as hard as it might seem. The biggest factor in keeping on time is to watch time points and be on time at each point. When this is done, the whole trip is on time.

Proper operation of the car by the motorman helps keep it on time. The motorman who starts and stops his car easily loses little time. The one who starts his car on "nine" scrambles his passengers, jerks the car—and, if he has a "breaker," the car lunges, stops and then he has to begin all over again. When he approaches a stop at full speed and jams on the brakes and makes a car-length stop, naturally, passengers retain their seats until the car has stopped. In this way it takes fully twice as long to load and unload passengers as when the car is operated properly. The man who "rawhides" his equipment loses time; loses the friendship of his passengers; tears up equipment; gets mad, and usually—in the end—loses his job.

Selling rides is a lot more than collecting fares. It consists in selling rides that stay sold—rides that have the "come back" quality. The man who keeps on time and handles his car smoothly is as much a salesman of rides as the one who gets out on the street corner and sells tokens.—Partners.

The great business of life is to be, to do, to do without, and to depart.

John Morley, M.P.

THE HEROES

Poet John Clark Pays Tribute to Calderwood and Burke



Calderwood and Burke

It was in the early hour of morn
The grinders were at work,
And keeping things in order were
Bill Calderwood and Burke,
And Bill thought of another morn
When he was overseas,
And that old flag, the flag he loved
Was flying in the breeze.

Once more with comrades in the trench
With pulses beating high—
Once more to charge the hidden foe
This time perhaps to die,
Again he saw that blinding flash
And then the cannon's roar,
Again he heard that awful crash
And then he heard no more.

Big smiling Burke was rambling too
Through sweet old memory lane,
The maple leaves were overhead
He was a lad again,
A little sweet Canadian maid
Was walking with her boy,
And smiling Red was blushing, but
His heart was full of joy.

Then suddenly, all tense, alert,
They from those dreams awoke,
From windows just across the street
Were coming clouds of smoke,
To see, to act—lives there to save!
They sounded the alarm,
Through flaming death with hated breath,
They rushed to save from harm.

Seven precious human lives they saved
From fire raging wild,
And once again they dared and saved
A mother with her child,
'Tis gallant boys like them for whom
The lonely maiden pines,
All honor to the heroes of
The Chicago Surface Lines.

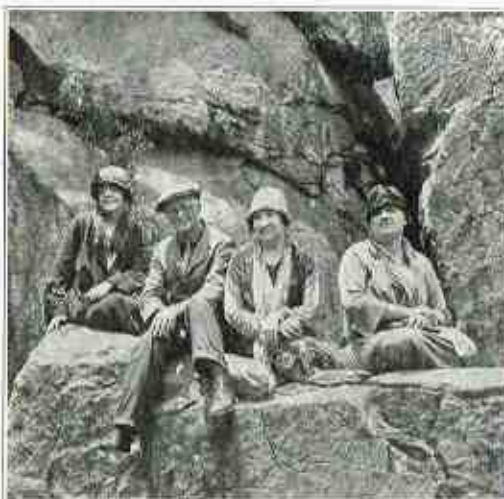
John Clark No. 2,
Devon Station.

LOVELL POWERS ON TOUR

The "Grand Old Man" and His Family on a Motor Trip Through the East

Mr. Lovell Powers, the Grand Old Man, of the Clark & Division Office, spent the month of June touring through the East with his wife and several friends. The old "Hup" was in very good shape and Lovell had little trouble averaging 15 miles per hour. Leaving Chicago at five o'clock on the morning of Decoration Day he managed to make Chicago Heights in time for supper. (Some Speed Demon.)

During his trip he visited New York, Washington, Buffalo, Niagara Falls, Arlington Cemetery, Gettysburg Battlefield and many other points of interest throughout the East. While



At Death Crevice, Gettysburg

calling at the White House, Lovell gave President Coolidge some advice regarding the revision of the Volstead Act, the World Court and several other matters of importance.

Although 2,340 miles were covered during his trip, there was little car trouble and no accident, except in New York, where Lovell had a close shave. He swears this was not his fault, as his wife insisted that he stop at the first barber shop they came to in New York and Lovell did, but in spite of this mishap, he reports having had an exceptionally good time and came back looking fit and several years younger.

"I was not going thirty miles an hour," said the accused motorist, "not twenty, not even ten; in fact, when the officer came up, I was almost at a standstill."

Magistrate—"I must stop this or you'll be backing into something. Ten dollars and the costs."

Son—"Say pop, what do you call a man that drives an automobile?"

"It all depends on how close he comes to me."

Bouquets for the Boys

In looking over the letters of commendation, one is impressed by the fact that simple acts of everyday courtesy are appreciated by the car riders. Even so small a matter as calling the names of streets distinctly brings an acknowledgment from an observing and pleased passenger. Kindness to the aged and the infirm and to those who are handicapped physically warms the hearts of sympathetic passengers who are glad to let the management know of a good deed by a loyal and interested employe.

Motorman C. Shaw, badge No. 4041, of Cottage Grove, took the trouble to step off his car and assist a lady with a baby in her arms and a child hanging to her skirts, and a little later, helped another lady passenger with two small children off his car. Mrs. I. Hoyt, 5603 Michigan Avenue, who witnessed these incidents, expresses her high opinion of the service rendered by this motorman.



Which Is Which?

Loraine and Loratte Klein, year-old twin daughters of F. A. Klein of Lincoln.

Miss Mary M. Galvin, 1735 Albion Avenue, who is with the Standard Steel Car Company in the Tribune Tower, expresses her gratitude to Motorman Martin J. Barr, badge No. 0979, of Archer, and Conductor E. W. Landgreen, badge No. 2284, of the same station, the motorman for holding his car and the conductor for assisting Miss Galvin's mother, who is advanced in years and very feeble, to board the car.

Careful directions given to Mr. M. Elser, 4249 Wrightwood Avenue by Conductor Edward Ticky, badge No. 11392, of Archer, brought a letter of thanks from a passenger who mentions particularly the courteous manner of the conductor.

Conductor Thomas Moran, badge No. 9878, of Kedzie, who thought one of his passengers

was riding by his destination took the trouble to walk into the car and mention the fact that they had passed Crawford Avenue. This passenger, Mr. A. J. Harris, 116 North Cicero Avenue, comments on the interest shown by this conductor, and observes that this sort of service must be of great satisfaction to visitors.

Mr. W. G. Hendron, an official of the Illinois Bell Telephone Company, was a passenger on the car in charge of George Ransch, badge No. 13488, of Lincoln, and describes how when the car stopped in such a manner as to have the rear platform blocked by the elevated structure, Conductor Ransch pleasantly asked his passenger to wait a moment and then gave the signal to the motorman and pulled up far enough to clear the obstruction.



Taking a Sunbath

Two-year-old John Meehan, Jr., likes sunshine. His father is a trolley tender in the Utility Department.

Miss L. E. Kettelhon, a teacher at the Hedges School, 7425 South Shore Drive, writes on behalf of a number of teachers expressing their appreciation of the courtesy and high type of service rendered by Conductor Louis Geisert, badge No. 2058, of 69th Street, congratulating the company upon having men of his type in our employ.

Conductor John Arnold, badge No. 2978, of 69th, even though he had a heavy morning load, took all of the time necessary to answer the questions of two passengers of advanced years, who were evidently strangers in town. The incident attracted the favorable attention of Mr. Alfred Swango, who is recreational director of the Burnside Shops, and took the trouble to tell us about it.

Mr. B. L. Cisey, 501 South Clifton Street, Park Ridge, Ill., identified with the Irg Electric Ventilating Company, 2850 North Crawford Avenue, was very much impressed by the courtesy and efficiency of Conductor Joseph Comella, badge No. 9404, of North Avenue, during the Eucharistic Congress.

Conductor Richard McHugh, badge No. 1482, of 77th, in helping an elderly lady passenger off the platform, won the approval of Mr. B. Edelman, 7509 Kingston Avenue, who highly approved the type of service the conductor was rendering.

Mr. Sam Fadman, traveling freight agent for the Chesapeake & Ohio Railway Company, residing at 3403 Carmen Avenue, wrote congratulating us on having a conductor like Raymond Clarke, badge No. 762, of Kedzie Avenue, who not only clearly enunciated the names of all streets but was of frequent assistance to his passengers boarding and leaving the car.

Mr. George Moeller of the Portage Underwear Manufacturing Company of Portage, Wisconsin, wrote from his home to compliment Conductor Ellis Zalman, badge No. 4328, of Blue Island, for his thoughtfulness in assisting a blind man to the walk from his car. Mr. Moeller said that the act was the subject of general comment among the passengers.

Miss Katherine Howard of the West Town Employment Service, 3039 West Madison Street, left several important contracts on car No. 8042 when it was in charge of Karl Koehler, badge No. 10068, of Kedzie Avenue. The contracts were found and promptly turned in, being shortly thereafter restored to the owner. Miss Howard has a very appreciative word to say for the conductor and also for the general courtesy she received in telephoning about her loss.



Canadian Horseshoe Falls

Supervisor J. J. Ford and family at Niagara on their recent 1,200-mile auto trip.

A working woman, who requested the omission of her name, writes to say that she travels frequently on the car in charge of Conductor Lester Schmidt, badge No. 12974, of Limits, and that it is a pleasure to all of the passengers to hear his good natured voice call each and everyone of the streets.

Mr. George W. Schumacher sends a letter saying that he would be doing an injustice to Motorman Joseph Wynn, badge No. 7223, of Burnside, if he failed to report to us his civility and the intelligent manner in which he supplied information to inquirers during the Catholic Congress.

Miss Julia M. Myers, 7208 Rhodes Avenue, expresses her pleasure in the type of service rendered by Conductor Roy L. Erickson, badge No. 5890, of 77th Street. She invariably finds him courteous and obliging.

Conductor Frank S. August, badge No. 972, of Archer Avenue, while in the act of throwing the switch at Archer and Western Avenues, noticed that an automobile approaching at high speed imperiled Conductor Walker who was about to board the car on his way home from

work, and quickly pulled him out of harm's way. Conductor Walker acknowledges quick action of his fellow employe, and states that he believes Conductor August saved his life.

Mrs. F. J. Schmid, who was a visitor from Wisconsin Rapids during the Eucharistic Congress, asked us to thank Conductor Alfred LaBurge, of Archer, for his kindness in seeing that she arrived safely at her destination.

Mr. H. E. Carlson, 2914 North Racine Avenue, who happened to be short one cent of the full amount of his fare, was permitted to ride by Conductor George Crome, badge No. 7562, of Lincoln, and subsequently sent us a letter expressing his thanks for the consideration shown.



Big and Little Sister

Lorraine, 5, and Ruth, 3, daughters of Conductor Sawatzke of Division depot.

Mr. C. E. Blackburne, of A. J. Olson Company, 312-316 West Chestnut Street, was a witness to the assistance rendered to an elderly lady passenger by Conductor Adolph Altermatt, badge No. 1734, of 77th Street when she left his car at Randolph Street. He saw her safely through traffic which was heavy at the time and as Mr. Blackburne says, "could not have been nicer to her if she had been his own mother."

Mrs. Mary Nilmann, 1345 North Western Avenue, lost her pocketbook containing currency and valuable papers when on a north-bound Western Avenue car. The pocketbook with all of the contents intact was turned in by Conductor C. B. Dewick, badge No. 83228, of Archer, and shortly afterwards was restored to its owner. Mr. Sol Sporer, 815 North Oakley Boulevard, who is Mrs. Nilmann's brother-in-law, writes a letter expressing their united appreciation of Conductor Dewick's honesty and the courteous and careful attention she received in her telephoned communication with the Division Street barns.

Mrs. S. Dellheim, 2009 Cortez Street, describes a rather unusual incident involving

Motorman Joseph H. Kline, 4229 Devon Avenue, Mrs. Dellheim was a passenger on a northbound Broadway car and at one corner where the car had stopped, an old man who was blind was standing there. The motorman was uncertain whether the old gentleman desired to board his car and so called out to him. The blind man pointed across the street so Motorman Kline left his car for a moment and led him safely across in front of his car. Mrs. Dellheim said that this act was warmly praised by all the passengers on the car.

Assistant Corporation Counsel De Stefano writes commending Conductor Joseph W. League, badge No. 5692, of 77th Street for his extraordinary courtesy to everyone, especially elderly people.

Conductor George H. Shuman, badge No. 12046, of Limits Station, upon arriving at the 80th Street subway found a number of cars tied up by a swinging live wire. Shuman secured a dry rope from a nearby real estate office and with that pulled the live wire to one side, and the cars were able to proceed. Mr. B. T. Latory, 151 East 111th Street, who was a passenger on the car, writes us in appreciation of this conductor's efficiency in an emergency.

Miss Sarah Resnick, 915 South Winchester Avenue, lost an umbrella on the car of Conductor James Hennessy, badge No. 14114, of Kedzie, and writes a letter of thanks following its recovery.

Mrs. H. C. Chadbourne, 1404 East 47th Street, by mistake boarded the car in charge of Conductor Martin T. O'Brien, badge No. 1156, of 69th Street, at the wrong point. Conductor O'Brien explained to her very courteously that she was in error; but following her explanation permitted her to ride and issued a new transfer for her continued journey. His courteous and gentlemanly manner throughout impressed her most favorably.

The habit of Conductor E. Y. Hitchcock, badge No. 2933, of Cottage Grove, of looking out and making certain that there is no danger from approaching vehicles before permitting his passengers to alight, aroused the enthusiasm of Mr. Arthur E. Zipse, 7780 Dante Avenue, who stated incidentally that this sort of careful operation undoubtedly prevented accidents to several of his passengers who gave no thought to their own safety.

A BURLESQUE "BOOK OF RULES"

Ring Lardner's Amusing Suggestions to Surface Lines Riders

When the famous humorist, Ring Lardner, was running the "Wake of the News" in the Tribune some years ago, he printed extracts from what he described as "The Public's Book of Rules." Some of the thoughtless and inconsiderate practices of certain types of passengers were presented in such a way as to get an appreciative grin out of the trainman who knew the types. George Ritter of North Avenue Station sent us a copy of the "Rules," and here they are:

1. In the case of a blockade, always make it a point to board the first car in line, no matter how many cars of the same route are fol-

lowing in a row. Use force if necessary, to get aboard. For it is better to hang by a toe hold to the first car in line than to have a seat to yourself in the third or fourth car.

2. When waiting for a car always stand directly on the cross walk, so when the car stops you cause the crew a minute delay while you are going back to the entrance door. Sixty such stops puts the crew one hour to the bad. And you will get an exciting dash through a mass of traffic while they endeavor to make it up. The possibility of seeing a thrilling accident in such a case is worth one's while.

3. Never read the route signs the cars carry. Wait until you are aboard and then ask the conductor if the car goes up Clark street, or downtown, as the case may be.

4. When passengers board car they must never have fare ready. While female passengers are hunting through their handbags trying to pick a nickel or five pennies from an assortment of nail files, complexions, and mirrors, the males should pretend as though they do not know in which pocket they are in the habit of carrying their money. They shall begin a systematic search of their person—overcoat, undercoat, vest, and trousers' pockets. In case of a friend being along, search can be repeated slowly. After fare is paid always stand around in entrance, blocking it so no one else on platform can move up. Make the conductor tell you to move. That's what he gets paid for. In case of transfer fare the same rule applies. Always be sure, though, that your transfer slip is rolled up like a cigaret (some passengers prefer the round, ball-like shape, however). The tighter you are able to roll it the more interesting it is to watch the conductor trying to untangle it.

5. Act surprised if the conductor doesn't know the location, direction, width, and length of every street, boulevard, place, court, or alley in the city of Chicago or its environs. Be sure to stand in the doorway while asking questions, so passengers can neither get on or off.

6. After you have entered car begin reading a newspaper and pay no attention whatever as to where you are going. Because so interested in this manner you fail to hear conductor call your stop. Glance out of window, and you realize that you are several blocks beyond your intended stopping place. Rush to rear of car and begin to abuse the conductor. When he tells you he did call your stop there are several ways of calling him a liar without using the short and ugly word. When he fails to take your insults without a comeback send in a complaint against him.

7. In pressing a buzzer button for a stop wait until car is crossing the street at which you wish to alight before giving signal. As the motorman cannot stop his car "on a dime," the chances are he will carry you to the next stop. Never fail to "bawl him" before getting off.

8. If the conductor doesn't smile when you hand him your fare or a moth eaten joke, get his number. If his car is too hot, get his number. If his car is too cold, get his number. If his car is overcrowded, or blocked, or stalled, get his number. And from the time you get on until the time you get off, get his goat.

Departments and Divisions

Engineering

Well, the "big boys" of the track and roadway department won the tug-of-war championship again. But, "Oh, baby!" that first pull in the finals was a heart breaker. They gave everything they had to that pull for almost two minutes, and then they got a little more from somewhere, and won out. They are big and strong, and above all, they are game, and the department is proud of them.

The engineering department was well represented at the picnic. Everybody who could get away from their work was there, and had their families with them.

Ben Lindstrom is spending his vacation at his summer home in Park Ridge. This is also his winter home.

Hugo Schmidt has been unable to resume violin playing since breaking his arm, but is now engaged writing an architectural rhapsody entitled, "Hinges or the Girl That I a Door."

Louie Schraag spent his vacation up in a place called Minnesota. This is the first time Louie has ever been away from Chicago. He forgot his tent and cooking utensils, and had to sleep on the ground and eat raw food. Otherwise Louie had a good time.

George Johnson, chief timekeeper in the track and roadway department, is spending his vacation around Spooner, Wis., wherever that is. George will entertain us with the usual line of visionary piscatorial anecdotes on his return.

Accounting

Miss Katherine Kittinger, employed June 24th, 1926, in the stenographic department, left service June 30th, 1926.

We wish to extend our most sincere sympathy to Miss K. Orth in her bereavement by the death of her sister who died July 16th, 1926.

Miss Harriet L. Hanley employed July 1st in the stenographic department.

We regret to report the death of Mrs. George McCann (Miss Maysie Moore), formerly employed in the bookkeeping department, who passed away on Sunday, July 11th, 1926. Sympathy is extended to her sorrowing friends and family.

Vacationists returned: Misses Elva L. Marks, Olga Nagel, Clara Rosstron, Frances Straka and Mrs. L. Winkler. Mr. B. A. Hall had one week, another week later on in the season.

Clark and Division Street

Miss Ethel Swanson spent her vacation in Michigan, dieting and swimming, and had little trouble gaining 15 pounds.

Ever since returning from her vacation trip to De Kalb, Miss Olson's pet phrase seems to be "our Chevrolet," emphasis on the "our."

Miss Viola Ficks, our own little Charleston dancer, returned from a vacation trip to her old home in Kentucky.

We would suggest that our latest suburbanite, Mr. A. E. Johnson, who is taking a cor-

respondence course in carpentering, learn to hit the nail on the head, rather than the nail on the fingers, also that he learn to hold his hat on, when arriving in the Windy City.

Thomas F. Coan.

Material and Supplies

Christ Bollinger, formerly watchman at Flournoy and Western, passed away recently. We extend our heartfelt sympathy to his family and friends.

Bill Dignan, formerly receiving clerk at the West Shops, has resigned owing to ill health. We hope he will soon be on the road to a speedy recovery.

Gene Kwasigroch wishes it known that he will give an expert exhibition of the Charleston for ten dollars (\$10) cash.

Misses Mae Hederman and Ione Martin are the proud possessors of new diamonds. Congratulations.

Since Marion Neahous started to work in the West Shops stores department office it is a changed place. Most of the boys have even quit chewing tobacco and Andy Martin, who is considered quite a sheik, comes to work dolled up in a way that would even make Valentino green with envy.

After years of patient waiting, it has actually happened. Jim Gillispie really and truly caught a fish while on his vacation. Of course, it wasn't much of a fish, but to Jim it was the crowning achievement after many bitter disappointments. But even at the height of the excitement his Scotch blood did not go back on him. He sent a post card to a friend telling him the great event and asking him to call up a few other friends and relay the news to them. By so doing he saved about ten cents in stamps and postcards.

Have you noticed the bump on Oscar Karlson's back? The reason for it has just been discovered. Oscar is a sufferer of that deadly malady, "golfitis." Every morning about 4 a. m. he can be seen in Jackson Park carrying a load of lumber on his back.

Florence Hochleutner came home from the picnic with a souvenir on her arm in the form of a black and blue mark. The question is, "Where did she get it? On the Bobs or on the Mill on the Floss?"

Electrical

R. G. Rogers and family spent a very enjoyable vacation in northern Wisconsin. Among the points of interest visited by them was the Dells.

B. G. Noah took an automobile trip to the Dells and other points in Wisconsin.

Miss Adelaide Hogan sent the office bunch a card which bore the address of the Hogan farm, Milwaukee, Wis. Last year the bunch received vegetables from the same farm.

Charlie Schwertfeger reports an enjoyable vacation, the greater part of which was spent in taking automobile trips to nearby points of interest.

No use trying to report on all of the July vacations as space won't permit. Anyway, everybody appears to have had a good time.

We all enjoyed the picnic at Riverview. The management committees and board of directors are to be congratulated upon their good work.

We extend our sympathy to Tommy E. Walsh in the death of his sister early in July.

Mr. Homer H. Geymer and Miss Josephine Beesler were married July 17, 1926. We extend our best wishes to the newlyweds.

H. Essington.

Car Meter.

Miss Rachel Van Vaerenberg, a card record clerk, spent her vacation at the Eleanor Camp at Lake Geneva, Wis., and she's been boosting the camp ever since she returned. We have an idea that she draws a commission on every girl she sends up there.

Miss Jeanette Schmidt, the daughter of Superintendent of Buildings, Mr. H. Schmidt, and a resident of Wheaton, Ill., is working in this department during the summer months. She intends to enter the University of Illinois in the fall and we wish her the greatest success.

Miss Katherine McGill, another vacationist, was visiting friends in Indianapolis, Ind., and says she had a very enjoyable time.

Two of our girls, Miss Catherine Devins and Miss Mary Voss, were at the picnic, busily occupied during a part of the day taking care of the little tots at the children's welfare station, which was a tent fitted up very conveniently and comfortably with cots and first aid supplies. There was a very good looking doctor on the premises and I am sure that if the girls had known he was to be there more of them would have volunteered their services.

Mrs. Rose Snider brought back some very interesting snapshots, most of which she took at Rice Lake, Wis. Now that we've seen them we feel very well acquainted with the whole family. Well, anyway, Rose certainly looks snappy in a pair of knickers.

Miss Ella Gehrke, chief clerk, is a very excellent needlewoman as can be seen by the Paris creations she wears in the office, which she makes herself. Maybe when she reads this she'll decide to start a dressmaking establishment, but we hope she doesn't as she is very essential around here.

Several of the girls received cards from Miss Evelyn Schiemann who spent her vacation at Okanichee, Wis. She succeeded in having a very good time and in acquiring a very becoming coat of tan.

Ruth Brokopp.

Schedule and Time Table

The schedule and time table department was represented among the winners at the picnic races by S. D. Forsythe who, with Mrs. S. D. Forsythe, won the married couples relay race.

J. B. O'Connell's car ran into W. H. Burkhardt's car; Gus Lohse's car ran into O'Connell's car. Burkhardt said it was O'Connell's fault. O'Connell said it was Gus Lohse's fault. Lohse said it was Burkhardt's fault for "wearing" four wheel brakes. Anyway, L. M. Traiser said he does not care how many collisions they have, but he objects to their pulling off the show in front of his home. You see, Traiser lives in Oak Park, Ill.

Gus Lohse went to Minneapolis, then Charlotte, Iowa, to visit his mother. From there he goes to Niagara Falls on this trip. Gus did not state whether he expects to meet Knut-

son. If he comes back with a different hat, we will know he did meet him.

J. S. Franzen went to Paw Paw, Mich., for his vacation, taking with him a bar of iron presented to him, unknown to himself, by his associates.

W. C. Brandes is visiting at his home in Fort Madison, Iowa, on the west bank of the big river. Brandes says it is a good town to come from. That is what the Indians thought after Uncle Sam established a fort there.

M. O. Kipping, having recently moved to another part of the city, will spend his vacation getting acquainted with his new neighbors.

George Bryan will be found pushing a perambulator through Jackson Park and vicinity.

Art Langohr, M. B. O'Neill, R. R. Drysdale, C. J. Pians, W. Bowe and L. Welsh did not say how or where they would spend their vacations, but they are all on their way.

George Weidenfeller.

Shops and Equipment—North and West

The track team of the west shops took 12 medals in the events at the picnic on July 17th. Of these, 7 were won by Harold Ebeling, including the high point medal of the meet, 3 by Ted Kuta, 1 by Andy Tyson and 1 by Louis Kramer. They attribute much of their success to the work done by their coach, Mr. John Landeck.

Vacationers who report having enjoyable times are Mr. Ben Phillips, who visited his old home in Scranton, Pa., Louis Conrad, who visited a farm near Cadillac, Mich., and Jane McCarthy, who made several auto trips.

Joseph Flannery and Joseph Bolech are located for the present in Paris, Ill., and St. Louis, Mo., respectively, on inspection work.

One of our wiremen, F. Pfing, proved himself a hero recently at Lake Marie, by diving into the lake fully dressed, to the rescue of an 15 year old girl.

Frank Leyrer, armature winder, is to be congratulated upon the arrival of a son, who was born July 16th.

We regret to learn that Mr. Matthew Byrnes, pipe fitter, had to have one of his limbs amputated. He is at the County Hospital and would be delighted with a visit from some of the men at the shop.

Mr. Joseph Denault, pipe fitter, has been absent for some time due to influenza. We hope that he will soon be well.

Ed Felske, foreman of car wiring, and J. Larsen, assistant foreman in the mill, have returned from their vacations ready for another busy year.

One of our painters, Mr. James Nugent, has kept a dark secret for four months. He was married on March 20th to Miss Emily Franzke.

Mr. August Mae, painter, is still confined to his home due to illness. We trust that he will recover shortly.

According to postal cards received from Mr. Joseph Kalinowsky, painter, who is on furlough to visit his old home abroad, he is having a wonderful time in Vienna.

Lincoln: Mr. Bollinger visited Detroit, Mich., on his recent vacation.

Blue Island: The Dells, Madison and Lake Geneva, Wis., were visited by Mr. Hale, who reports a pleasant trip.

M. Burke thinks he will take a trip around the world on his vacation. Nothing like having a big car.

Our "first aid" men are all ready for the business which they hope they will not have.

Kedzie: A trip through the east, a look at the Statue of Liberty, and a good car (Studebaker), is what Mr. Krueger reports.

The boys extend their sympathy to Repairman W. Domara, who lost his son on June 28th; to Repairman W. Ward, whose sister died on July 3rd; and to Assistant Night Foreman D. Cremin, whose brother-in-law passed away on July 7th.

Armitage: Mr. Keller is reported to be interested in fruit growing in addition to his other pursuits. Foster and O'Neill are said to be taking courses in car running and wool manufacturing.

Anybody with sore feet see Inspector Al Jacobson.

Limits: Great credit is due Mr. Leo Hoehn, car repairman, who stopped a fire in a dress-making establishment by jumping through a window and taking action before the arrival of the fire department. This shop is located in the same building as the carhouse. The fire was started by the power being left on an electric iron. Ladies, please take notice!

Devon: The clerk, E. Krueger, is vacationing in the east.

North: Mr. Joseph Strand is the proud father of an 8 pound boy.

The boys hope J. Durkin a speedy recovery from his illness.

L. M. Anderson.

South Shops and Carhouses

Our deepest sympathy is extended to Miss Taylor in the loss of her mother.

John Keane, assistant day foreman, 89th Street, is recuperating at The Edward Sanitarium, Naperville, Ill.



Mrs. W. Horn of South Shops at Estes Park

We are sorry to hear of the sickness of Mr. Colson's wife. At this time she is at the Washington Park Hospital, but her progress is favorable.

It is noted that Rockwell has climbed to sixth place in the "miles per pull-in" race. Mr. Short states that he is not going to stop there. Seventy-seventh Street also has started their climb to first place.

While on his vacation, Jules Graiser sent

greetings from Mukwonago, Wis. He must have had a good time in a town with a name like that.

We regret to report the death on June 28th, 1926, of J. Ryan, night watchman at Cottage Grove. Mr. Ryan was in the employ of the company for the past two years.

A. Toerpe, millwright, has purchased a bungalow at 10247 Emerald Avenue.

We are glad to report that Mr. Alton is very much improved, and is able to be up and around the house a part of the day. It is hoped that he will soon be able to be at the office. His address is 8113 Merrill Avenue, and he would be glad to receive a visit from any of his friends.

H. Reitsma, Cottage Grove, was seen driving down one of Chicago's boulevards in a Packard, and he was not alone. We wonder who his companion was.

Miss Bresin vacationed at the Sand Dunes of Indiana, as attested by several postal cards which were received at the office.

J. P. McCauley.

Around the Car Stations

Burnside

Summer is here and vacations have started. Doc Cronin sent us a lovely box of fish back from Devil's Lake. We did not know they had fish markets up there until we found the price tag. Tom Moppett did not bring fish back as he was riding Pete Linkowski's bicycle. Mr. Theis, our chief custodian is spending his vacation at Green Bay . . . Avenue, South Chicago. Buddy Deem expects to spend his vacation in Washington . . . Heights. Our Transfer Clerk, C. Knobbe spends his vacation in the greatest summer resort in the world known as Chicago.

On July 14th the "Cyclones" journeyed to Hammond, Indiana. At the close of the seventh inning when Barbelen, our celebrated short stop, had missed a couple of balls, an interesting event took place. The manager of the Hammond team presented Barbelen with a beautiful bouquet consisting of American Beauty roses and Calla Lilies. Barbelen was overwhelmed with astonishment and surprise. On recovering from the shock he thanked the manager of the opposing team and stated that their lovely fragrance would be the source of many delightful hours for Mrs. Barbelen and himself.

On July 12th an E., J. & E. freight car became derailed, blocking the 93th Street car line right-of-way. Conductor C. L. Jacobson, No. 13942, in charge of the first car in the delay deserves much credit for the masterly way in which he handled the situation, thereby avoiding a lengthy delay which would have happened before a supervisor could arrive.

Born to Mr. and Mrs. J. F. Krause, a young son, "Junior" J. F. Krause, if you please.



Harold Edelin, Son of Conductor Edelin of Burnside

Sixty-Ninth

Four motormen, namely W. F. Jeffers, C. Jeffers, S. Boal, and W. J. Ford, are happily on their way to County Armagh, Ireland, having left Chicago June 30th, over the Michigan Central Railway enroute through Canada. We wish them a good time.

Conductor F. W. Proteau was operated on at the St. Bernard's hospital and is back home again feeling better.

An 8 pound boy was born to Mr. and Mrs. M. J. McNamara on June 27th, 1926. A baby boy was born to Mr. and Mrs. E. Henriksen, July 19th, 1926, and last but not least, an 8 pound baby boy arrived on the third anniversary of Mr. and Mrs. P. Spain (July 22nd, 1926).



An Early Prize Winner

Conductor T. J. Early of Sixty-ninth may well be proud of his pretty daughter.

Division No. 4 regrets to hear of the death of Mrs. Walsh, sister of Motorman M. J. Murphy No. 1, and Mrs. A. B. Eklund, mother of Conductor C. H. Eklund, and the mother of Clerk Frank Simpson, the daughter of Motorman J. A. Jeffers, and the father of Motorman C. L. Bayless. Sympathies are extended to them in their bereavement.

Jackson Park was last week the scene of a stupendous struggle between Conductor Konecke and a giant fish. After a 30 minute battle and one slip into the lake J. dragged the fish to shore and found it to measure two and one-half inches. It is now on display at the Field museum.

Motorman J. A. Slama was happily married

June 12th, 1926. Also Motorman J. Newell was married June 3rd to Miss Kaitly and spent a quiet and happy honeymoon at the Dells in Wisconsin.

Motorman T. J. Gavin has been laid up for the past few weeks with sprained ligaments. He hopes to return soon.

A. J. Letkey spent the week end at Cedar Lake, Indiana. Since his return neighbors have been subject to arousal at all hours of the night by friend Arthur seeking advice on sunburn remedies.

Irvine's goats played a game of baseball with Dick Walsh's mules the other day and a great deal of pleasure was had during the game, even when the umpire gave some bad decisions. The final score was: everybody won.

Notice to motormen: To avoid that run-down feeling cross crossings cautiously.

—W. L. Pence.



An Ideal Hot Weather Costume

The son of Conductor and Mrs. Mondike of Lawndale knows what real comfort it.

Blue Island

The following trainmen were presented with new arrivals: to C. Perine a 7½ pound girl on May 27th; to W. Mraz an 8 pound boy on July 2nd; to J. Krystinak a 12 pound boy on July 11th; and to A. Wagner an 8 pound girl on July 18th. Congratulations, boys.

We all wish to extend our sympathy to the following and their families in their recent bereavements: A. Hilpert, the loss of his father; A. Trembacz, the loss of his father-in-law; J. Slajchert No. 2, the loss of his mother-in-law; J. Arheigo, the loss of his infant son; A. Maedke, the loss of his brother-in-law; J. Kouba No. 219, the loss of his mother-in-law; Supervisor A. Lareau, the loss of his mother-in-law; and C. Nails and O. Janeczek.

We also wish to extend our sympathy to the family of Chief Night Clerk H. Beyer in the loss of their father and husband, Motorman William Beyer who entered the service of the company March 2nd, 1905 and passed away on July 7th, 1926, after a long spell of sickness, having been away from his work for the past year. Bill was well liked by all his fellow workmen and had many friends who attended his funeral which took place on July 10th, burial at Concordia cemetery. The pallbearers were C. Oetting, C. Meyer, J. Downs, J. Holan, N. Monzel and W. Sullivan, and M. O. O'Brien had charge of the funeral.

Motorman J. Fatla who underwent an opera-

tion for appendicitis is back on the job again feeling as spry as ever. Glad to see you back, Fatla.

Motorman D. Mulcahy who is in St. Mary's hospital due to being hurt while on duty is getting along nicely and we hope he will be back to work again by the time this issue comes from the press.

Our Division Superintendent, Mr. E. L. Maguire who had not been feeling well lately, is in Benton Harbor, Michigan, resting up. We hope he will get well soon and come back on the job.

Boys, again we ask you to get down to business and play ball. We know you can play if you want to. So get busy and show the writer that you can win all the games from now on. "Will you?"

All those wishing to grow hair on their bald heads will get satisfactory results by consulting Porzel. He has proof on his own head and wants some of the boys to join him.

Once more, Cut Down on the Accidents and Get to First Place in the Accident Prevention Contest. Don't let the other divisions beat us. Get busy with those witnesses also. You Can Do It; so let's prove it.

Joe, the mechanical department clerk says he is going to be a bachelor and was seen carrying a bunch of cook books under his arm. When asked what he wanted with the books he replied that he has to learn how to cook so he will not starve. We want some samples of your cooking, Joe.

C. P. Starr.

section for the prize winning bunch. Please don't look in the funnies.

You that did not go to the picnic missed a good time.

Talk about "drag" you should see the transportation pull in the tug of war. The transportation pulled the shops and electrical departments off their feet, but when it came to pull the track department they did not have the drag. At that the heavies knew that they earned the cup.

We have a lot of fellows at Armitage who say that they are fishermen but there has been no proof offered.

Noble

We wish to extend our heartfelt sympathy to Conductor M. Walsh in the loss of his infant child who passed away on June 23rd. Also to Motorman E. Steckel in the death of his sister July 15th.

The proud fathers for last month were: M. Bruno, a baby boy, born June 15th; P. Lottchae, a boy, July 6th; E. Suhajda, a girl, July 17th. All reports are that the mothers are doing fine. Don't forget the smokes, boys.

Our sheik, P. Huber was dressed to kill while holding the flagman's place at railroad crossing.

Our night clerk, L. Wells is back from his vacation. He claims he made two trips to Goose Island. We would like to know the reason.

Ever since Motorman M. B. Johnson has worked as operator on Armitage Center he wears a smile. Why all the smiles, M. B.



Barney Bolger's Hands

Left: R. Sinnott, H. Sikerski, J. Hunt. Right: L. Miltz, A. Disseldorf, J. Carlin.

Armitage

The flag for the least number of pull ins is back again; let's keep it; 55,600 miles before a pull-in is fair; let's make it 75,000 next time.

The repair department does not get all the credit for this. A whole lot of it belongs to the trainmen of Armitage.

If there is anything you want to know about a car or train, ask Gagler. Look in the picture

Motorman E. Dillon and E. Nevera have joined the police force. We wish them the best of luck.

Well, boys, we had the honor of winning the honor flag, given to the depot having the best record of accidents for the month.

We are still low on witnesses. Get together and let's go.

Albert J. Asp.

North

"Are we still leading the witness parade?" We are. Our increase in percentage is so gratifyingly large that we set a new high record for the system. No one man is entirely responsible for this splendid showing, all having plugged along and got results and not excuses. This is characteristic of North Avenue.

Our showing in accident prevention is also good. We are in second place, only our country cousins on the far south side leading us. And



"Young" Mulhaney

Billy C., the husky son of Conductor T. J. Mulhaney,

we're going to be right up there in the fight all the way.

Chief Clerk Shedroff returned to work from his vacation spent in the city. No news.

With the support of a few more motormen North Avenue should be well on the way to the top of the list of the standing of various depots on power saving.

Motorman Sam Knudson says, "I learned to some if he wants to stay on top of the list from now on over on Division Street." So say Swanson and Cann.

Motorman P. Cunningham says, "I've coasted so long now, that I can't stop the habit which is a good one."

Motorman R. Stockman says, "The longer I'm at it, the easier it gets."

Motorman Sam Knudson says, "I learned to coast on the steam road, and I can shoot this car to a coast every shot."

Keep up the good work, fellows, and we'll coast to the top of the pile yet. That's where we belong. Note: Fill in meter cards accurately and properly and file all cards on day worked.

Sympathy is extended to Conductor Louis Tomblin whose father died July 26th.

Our ball team journeyed over to Weller Park and took a trimming from Lincoln, though we went down fighting.

Clerk George Nickolisen will enroll in the ranks of the benedicts August 12.

Monsieur Paul De Benham, genial night clerk, hied himself off to Holland, Mich., over July 24. Wonder what's in that burg that has such a drawing power on Paul.

Clerk Harold (Sheik) Eash has never been the same since he went bathing in Evanston. Paul Lindenberg reports that he enjoyed himself vacationly highly at Oshkosh, Wis. "Lots of fresh eggs up there," he reports.

Supervisor O. Budoff journeyed to South Dakota during his vacation. Says everything was just fine.

Receiver E. Hansen and family motored



A Young Fiddler

Leroy Felcman, 8 years old, plays the violin. "So does his old man," Motorman Louis Felcman, Badge No. 10189.

through the wilds of Iowa on his vacation.

Conductor E. Laebelt and family motored through the east the first part of July.

Conductor A. L. Hansen reports a baby boy weighing 10 pounds arriving at his house July 17 at 6:35 p. m.

Conductor W. Fischer is the proud father of a 4½ pound girl born July 17 at 7:25 p. m.

And Conductor A. J. Cardiff announces a boy weighing 9 pounds, 3 ounces born July 19.

Mothers and infants doing well.

C. A. Knautz.

Lincoln

Now that the large conventions are over and the surface lines are not so busy with strangers our men have a chance to take a vacation. Quite a few are taking trips. O. G. Grace left on June 29th and is making a trip to Ireland. B. W. Bentley went to California June 30th. E. C. Welden went to northern Wisconsin, and A. J. Wagner also went to Wisconsin.

Congratulations to Mr. and Mrs. A. R. Hanson, run No. 372, who were visited by the stork June 24 and presented with a 9½ pound baby girl.

Sherlock Holmes had nothing on our starter, John Amberg who discovered a man entering our Day Clerk Tom Bartlett's machine July 13th. Noticing the man was a stranger, John questioned him and receiving insulting answers, John grabbed him by the collar and brought him into the depot where he was also found to be a stranger to Tom. So the police

were called and took the stranger for a ride to the police station. Bob Christen, our head receiver who was present at the time was very much disappointed the man didn't start a rumpus while being taken into the depot as he was acting as body guard to Amberg and was ready to try out his cane on the strangers "coco" if necessary.

Our baseball team is still keeping up its good work and so far have not lost a game up to July 14th when they defeated for the second time the North Avenue team by a score of 9-5. P. Schornack is still pitching a good game and the rest of the team are supporting him very well. We want to thank the rooters for their great interest shown towards the players by coming out to the games and we should not forget that credit should be given to the lady rooters who come out every game and give the boys lots of encouragement.

Mr. and Mrs. A. Elie wish to thank all the boys who so generously donated to the collection that was taken during the game of July 14th at Wells Park for their benefit. A. Elie, while playing second base against the Division team June 30, was hurt while in the game and tore the ligaments of his right shoulder and the injury is keeping him off the cars and out of the games. He is one of our most enthusiastic players in the team and the rooters miss him very much and hope to see him back in the game soon.

H. Speltman.

Limits

John Sharkey was married to Miss Agnes Mulrooney June 23rd, 1926 at 4 p. m. in St. Sebastian's church, Father Sheridan officiating. Owen Leonard was best man and E. P. Nolan represented the Limits on the reception committee much to the satisfaction of the bridegroom and guests.

Our friend Jim (Pigeons) O'Neil, the stock clerk, has left the Limits and is over at Armitage coupling trailers.

J. H. Fisher went to New York City July 5th to get married to a daughter of sunny Italy. Joe is at home in New York as he worked on the cars there.

Motorman Jacobson drove to The Dells, Wis., over the Fourth in his new Chevrolet which he claims runs just like a regular car.

Owen Leonard is keeping steady company with a Miss Burke. Looks serious.

Harold Weddell is the proud daddy of a 7 pound boy born July 3rd at St. Joseph's hospital. Mother and baby O. K.

Harry Ward is elated over the fact that he welcomed a 9 pound baby daughter born June 15th at home. Mother and daughter first class.

George Miller sent his only little boy to Medford, Wis., accompanied by his grandmother, for a little vacation. The little fellow contracted diphtheria and died suddenly on July 12th. Was buried July 14th at Waldheim. It is doubly hard on you, George; hear his mother and now the little fellow. You can rest assured you have our heartfelt sympathy.

July 14th our team went to battle at Lincoln Park against the worthy Division Street team; 11 to 0, favor of Limits—that's bringing home the bacon. Keep up the good work, boys.

Supervisor Joe Hubberts is well pleased with the progress made by the majority of the boys in the power saving line and would be glad to take a trip with any of the boys who would like to have his personal instruction. Also, Joe would be delighted to discuss this matter of ways and means of power saving with any or all of the boys, especially the extra men. Joe says he was an extra man himself once and believes in giving the new man a break and a helping hand.

Walter, the receiver, Fred Stickney, Ed. Regubsky and Conductor Trout have returned from their annual fishing expedition to the north woods of Wisconsin. See them for particulars.

E. G. Rodgers.

Devon

The long lost and forgotten depot is to be heard from once more.

Mr. Tom Egan has taken unto himself a wife, formerly Miss Mary Walsh. Best of wishes for the newly weds.

Mr. J. B. Ryan is about to do the same. Her name, we understand, is Miss May Hurly. Congratulations.

Conductor C. S. Hayes reports a little visitor. Yes, sir, it's a boy. Mother and baby doing fine. Don't forget the smokes, Hayes.

Albert Jones and Hartnick Johnson are spending a couple of weeks at Red Lake, Minn. Members of the fuzzy tribe, look out. Danger is nigh.

Starter Witlock is spending a few days at Twin Lakes doing the same. (Fishing.)

Starter M. Miraglio spent a busy 15 minutes the other night, while the pride of Chicago extinguished a blaze that nearly destroyed a Checker cab.

Well, boys, have you seen our old friend, Joe Miller? He is relieving for the vacation period. Peterson, our receiver, is first to go. Have a good time, Pete.

Motorman Marshall, who is on the sick list, has been reported as improving.

Motorman Moreland is to leave the ranks of the single men on the 24th of July. We wish the bride and groom good luck.

P. J. Moran and Miss Ring are soon to be married.

Conductor Mattern reports an increase in the family. All well.

Mrs. Willis, the only entrant representing Devon at the picnic, brought home her prize—a nice spring chicken.

C. E. Roy.

A Fighting Word

The other day the words "lady," "female" and "woman" were used in a London police court, with the special meaning they possess in certain back-street controversies.

"It was like this," said the defendant. "She says to me, 'You're no lady,' she says, and I smiles contemptuous. Then she says, 'You're an antragic female,' she says, and I just brags scornful-like. Then she says, 'You're a woman,' she says, and then I lets her 'ave the soapstone in 'er face. 'Ow'd you like to be called a woman?'—Vancouver Buzzer.



Way Back When

What memories 444 N. Clark St. stir in the minds of those who were working for the North Side lines forty years ago. In the picture this building is only about one-half the size of the present structure. This was the main office for the north and west side street car lines. The low two-story building in the rear was where Mr. C. T. Yerkes kept his coach horses. The tower had a large bell which struck on the hour. There is probably not a building in Chicago used every day for street car purposes that dates back as far as this.

CLUB SPARKS

August 21st has been set as the date for the annual beach party. For those of you who were there last year no further information is necessary, but for the rest of you—Jackson Park Beach, swimming, bonfires, marshmallow roast and hot dwags. Watch your mail for further announcements, and keep this date open.

Advance notice is hereby given to all "tennisers" that the club is having its tournament in September on the club's courts at Washington and Western. These courts are kept in excellent shape for your use at all times. Hunt up your racket and get in shape to win some of the prizes. There should be at least thirty entrants to make the tournament.

A Boy's Composition on Ducks

The duck is a low, underslung, heavy-set bird, composed mostly of meat, bill and feathers. His head rest on one end and he sets on the other.

There ain't no between to his toes, and he carries a toy balloon in his stomach, to keep from sinking.

The duck has only two legs, and they are set so far back on his running gear that they come dirty near missing his body.

Some ducks when they get big are called drakes. Drakes don't have to set or hatch; just loaf, go swimming and eat. If I had to be a duck, I'd rather be a drake every time. Ducks don't give milk, but eggs, but as for me, give me liberty or give me death.

Hard to See Through

Mistress—And what is the chief cause of your dissatisfaction?

Nora—Them Yale locks on the lodgers' doors is 'sould' me eyesight!